

Corvairation

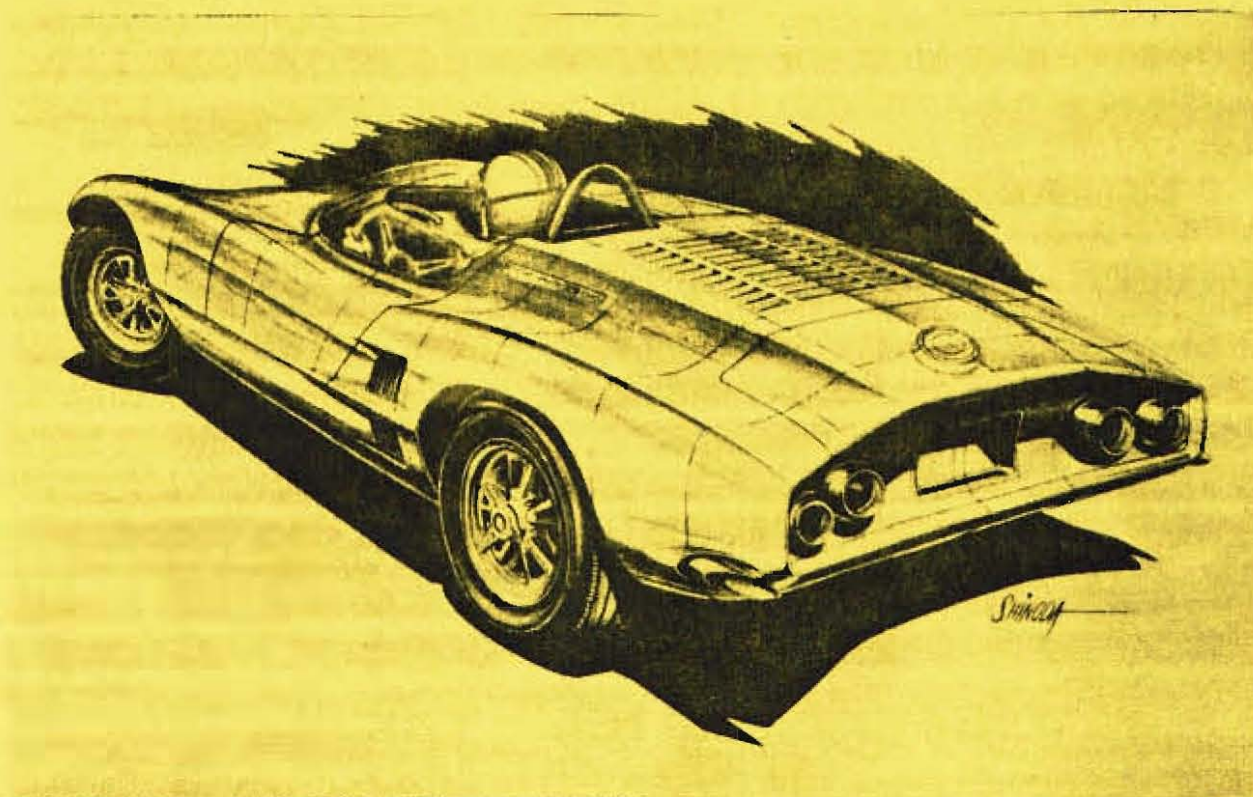
TUCSON CORVAIR ASSOCIATION

TUCSON, ARIZONA

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"Photo of drawing used for blueprint to convert the GT to a roadster."

MONZA SS



TUCSON CORVAIR ASSOCIATION

CORVAIRSATION is a monthly publication of the TUCSON CORVAIR ASSOCIATION, which is dedicated to the preservation of the Corvair model of the Chevrolet Motor Division. The Tucson Corvair association is a chartered member of the CORVAIR SOCIETY OF AMERICA (COSA).

MONTHLY MEETINGS are held on the fourth Wednesday of each month except December. One technical/social event is planned for every month except July and August.

MEMBERSHIP DUES are \$10 per year and are payable to the TUCSON CORVAIR ASSOCIATION through the Membership Chairman.

COSA MEMBERSHIP DUES are \$25 per year and include a subscription to the COSA Communique, a monthly publication. See a TCA Officer for a membership application.

CLASSIFIED ADS are FREE to TCA Members and \$1.00 per line to all others. The deadline for materials submitted for publication is the 10th of the month for that month's issue. Mail or deliver all materials to the Corvairsation Editor. Articles are welcome for publication.

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Current TCA Officers, Don Robinson, Al Rivas and the Corvairsation Editor.

NON-MEMBERS:

We would like to invite you to join the Tucson Corvair Association. We will send you three complimentary issues of the Corvairsation and welcome you to attend all of our activities. This is a great chance to get to know us. No matter what your Corvair interests are, you'll find lots of good folks with similar interests in the Tucson Corvair Association. If you decide to join us, the dues are only \$10 per year.



Technical Stuff

Clutch job short cuts

by Larry Claypool, Chicagoland Corvair Enthusiasts

When that flywheel finally starts to rattle, the clutch disc chatters and the pilot bushing screams, the Corvair owner starts to realize that a clutch job is on the way.

Now, I could probably fill a volume or two on the step-by-step procedures of a clutch job, but if you're going to do the repair yourself, I'll assume you know the basics, so I'll just give a few hints on making the job easier.

First off, what to take out — the whole drive train or just the engine? Well, hundreds of clutch jobs have shown me that it's easier to pull the whole drive train on early models, and only the engine on late models. I'm sure there will be a few of you who might take issues with that, but I've done 'em both ways, and the clock tells no lies. When removing the engine only, it's important to place your jack under the engine to balance it, so when you pull the engine out, it won't fall and break an input shaft or the throwout bearing shaft. When reinstalling, the key to getting the input shaft in the disc and pilot bushing is the angle — look in from the wheel well and move the engine so the gap between the bellhousing and differential is uniform and at the same height. To aid getting the spines aligned, it helps to turn the fan belt back and forth a bit to rock the crankshaft and clutch. This often is a bit difficult to do while holding the engine in place. A better way is (if a helper is available) to pull off one brake drum, then apply the parking brake (these two steps are not necessary with a positraction rear end). Put the transmission in any gear, then have your helper turn the spindle without brake drum back and forth a bit, while you push the engine. If the angle is right, it will go right in place.

Always, always, always replace the pilot bushing and input shaft seal when the engine is out, whether or not you think they are bad. The dollars spent on these two items is cheap insurance against unplanned engine removal later.

When removing the input shaft seal, try to split it first with a screwdriver and hammer. This will relieve its press fit, so it will pop right out. I'm sure plenty of people who tried just to pry it out were rewarded with pieces breaking off from the throwout sleeve!

A handy tool to have around is an old Vair transmission input shaft (any year). I've got several with the spline twisted off! (Just perfect!) This old shaft can be used as the alignment tool for reassembly, and also as a pilot bushing remover and installer. To install the bushing is easy — just put the new bushing on the end of the shaft, and hammer the other end 'til it's seated. But, you ask, how does this old shaft remove bushings too? Well, it needs a little help to do that — the thickest, nastiest wheel bearing grease you can find (I have a can of old grease removed when packing wheel bearings). Pack the old bushing just full of the stuff, all the way from behind the bushing in the crankshaft to the brim. Then just hammer in the input shaft. The hydraulic pressure pushes the old bushing neat as can be. This works on all but the most badly worn bushings.

Inspect the pressure plate to see that the spot welds that hold the ring gear are in good shape. They sometimes break, along with starter housing afterwards. Check to see that the bellhousing to engine bolts are tight if you're not replacing the front main seal. The bottom four attaching bolts DO NOT use washers!!

As for flywheels, I always install bolted flywheels whenever I have a vehicle sufficiently apart to see the clutch. In years of all types of usage, these flywheels have held up flawlessly without exception. It's important to be certain you've got all the correct year parts. Using pieces of different vintage will net you a complete disaster. 1960-63 flywheels are completely flat across their friction surface. 1964-69 flywheels have a "step" about 1/2" from the outside. Be sure to use the matching type throwout bearing and pressure plate to accommodate the flywheel style.

Input shaft seals have a different ID for 1960-63 than later styles. Be sure you have the correct seal for the transmission in your car. Easy way to tell the transmissions apart is to look for the drain plug. If you have one, it's a '60-'63. If it doesn't, it's a later style. The input shaft is also identifiable by the splines at the transmission end. 1960-63 versions have the splines cut INTO the shaft. 1964 and later version have splines larger than the shaft diameter itself.

Best clutch I've used is still the good ol' 9" stock disc. Stay away from rebuilds that have riveted centers. The rivets rub the flywheel bolts! Finally, pay attention to the FLYWHEEL SIDE markings on the disc. A lot of people confuse the pressure plate with the flywheel since the Corvair pressure plate has the starter ring gear on it. Well, they ended up pulling the whole thing down again to flip the disc and learn the difference. Don't make the same error!

MONZA SS

The following is an attempt to put together the information from the Detroit Area Corvair Club newsletter, The Aircooler, on the Monza SS, a very close cousin to the Monza GT show car. Thanks to the DACC for their great articles on little known Corvair stuff! Van Pershing, Editor

Engineer Paul Rishel spoke at the April 1989 meeting of the DACC. The following is a portion of his presentation that dealt with Roadsters.

".....and as far as I'm concerned, the two roadsters that we built, I don't know that most people were aware there were any roadsters, were much more fun than the original GT, which was really a PR thing that AC Spark Plug really used in their ads for quite some time. Anyhow, the two roadsters were essentially the same design without the canopy on top, and much lighter. Both of these particular vehicles had the engine in the conventional location, rather than midship.

"One eventually was eventually used for the Astro I. The interesting part was the monocoque construction, which was totally new to us. We made the dies with tempered masonite and actually stamped out the metal parts on a rubber press at Chevrolet. Those dies were probably made in a matter of four hours and over night they stamped out the panels, and the next morning we have the panels ready to start building the vehicle - this is the inner structure, not the outer skin.

"This was my first experience at using an adhesive to hold panels together. That was kind of scary, but I have to say it worked rather well. 3M had a fairly new adhesive they were trying to pursue. The car had just a couple

of pop rivets to hold the panels together while they cured. I guess there haven't been too many people that have done that successfully since.

"We ran those cars a lot during that summer. I guess we're probably talking about the summer of '62. Chevrolet actually ran at the Waterford (Michigan) road course just about the whole summer when it wasn't being used for road racing. And we did an awful lot of testing. As kind of an interesting sidelight - it ended up a second and a half under the absolute track record, which was pretty phenomenal, and a large part of that was attributable, of course, to its light weight. We couldn't take any credit because Chevrolet, as everybody knows, didn't have anything to do with racing during those years. And that was pretty hard to take, you know, when you have beaten the best - and there has been some good European machinery out there - and not be able to bring it out and show it off. The car handled very well. And there were a number of big name drivers of the day - Briggs Cunningham, Walt Hamston (?), Benson, guys of this nature - who drove the car and oddly enough none of these guys went any faster than Jim Musser, the engineer who was in charge of the build. He had no previous racing experience at all so I guess he really didn't know what could happen - he hadn't been bitten yet. He was off at about every corner, but he only went off once at any given corner. He learned something each time and had some pretty good times. The engine was rather strong as you can see.

"We were running Weber carburetors at the time. Along with this was the three-barrel carburetor which was

almost an evolutionary part of all this. We started running two Webers (46mm) on each side with one barrel blocked off. It didn't look very good, obviously. Someone had the bright idea - maybe it was more than just one of us - 'why don't we build some castings and use Weber parts and build our own carburetors which are 3-barrel?' Well today you can buy them, but to my knowledge that was the first time it had been done. We used magnesium rather than aluminum, again to try get the weight down as much as we could. So any of questions about the 3-barrel carburetors that showed up on the OHC engine - it was first used here before it ever saw light or even before the OHC engines. We ran this particular roadster at Riverside and, if my memory serves me correct, the car was 4 seconds faster than one of Mickey Thompson's grand sport Corvettes. And he was pulling like 55 horsepower at the time. Now obviously we couldn't out brake him, we could do a lot of things, and even at that about 140 mph was the top end on the old track at Riverside with the long straightaways. So there were a number of cars that could run faster down the straightaway, but the car was very quick through the rest of the course. The car, as I said, was about 4 seconds faster than some of the grand sports, which was a pretty fast car at the time. The car was remarkable.

While we there we got a hurried phone call that said, "Stop everything. Come home immediately". Somebody found out we were there when we shouldn't have been. Somebody got word of it and we never got to finish our data.



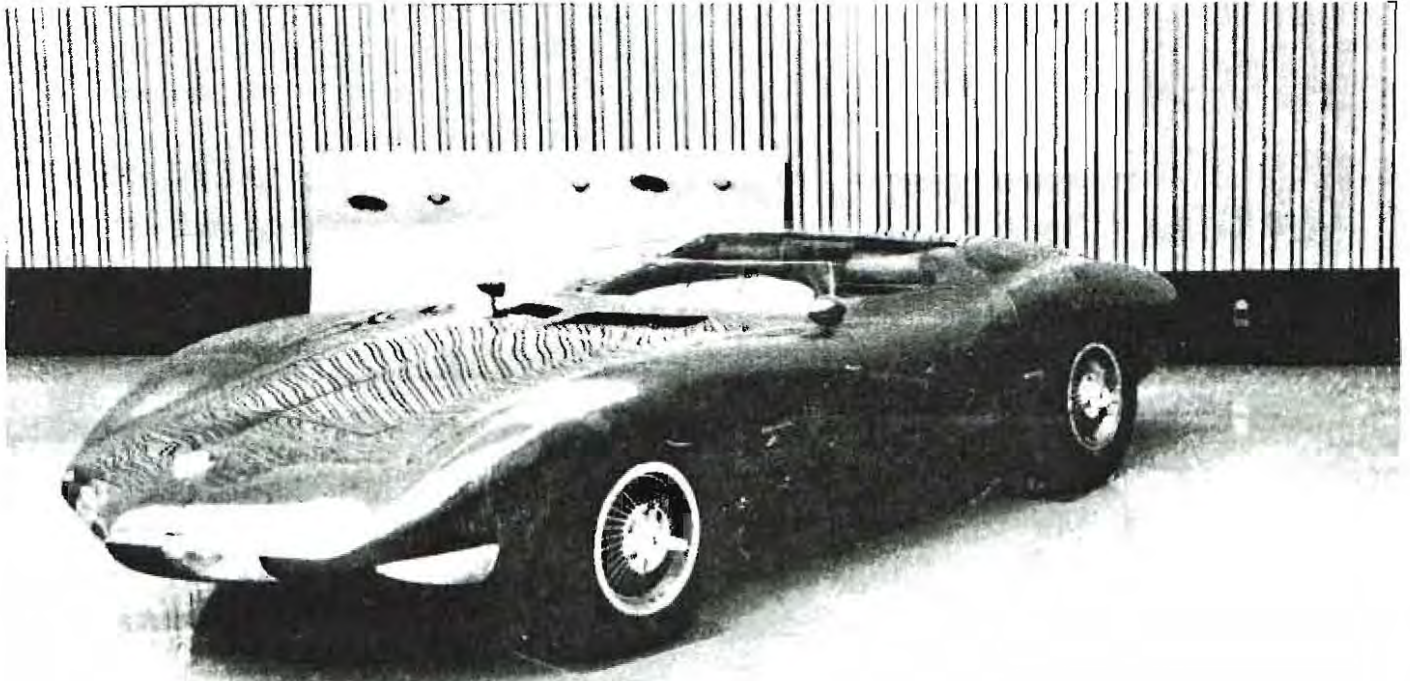
THE AIRCOOLER

Volume 15, Number 9

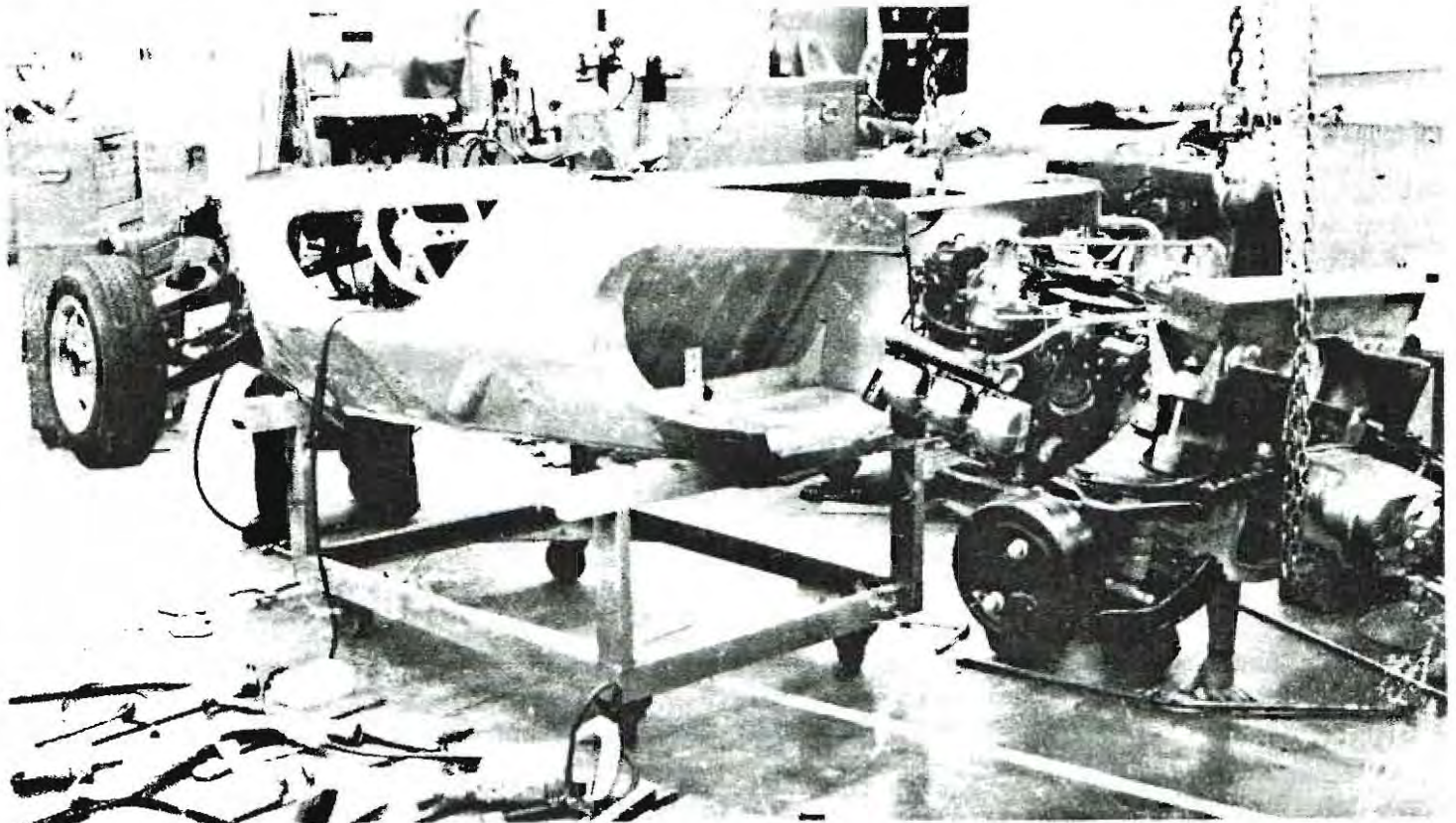
September 1989

NEWSLETTER OF THE
DETROIT AREA CORVAIR CLUB

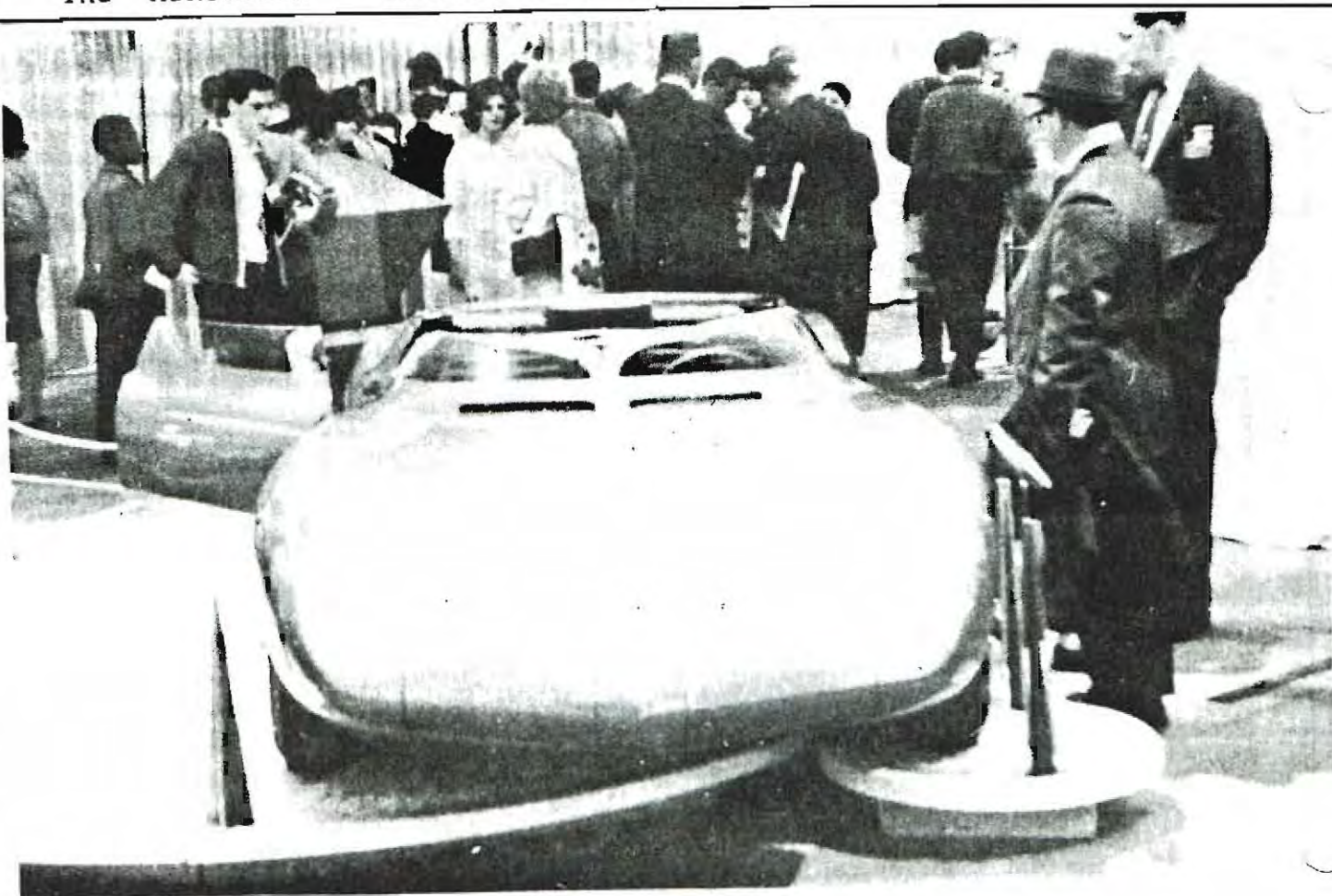
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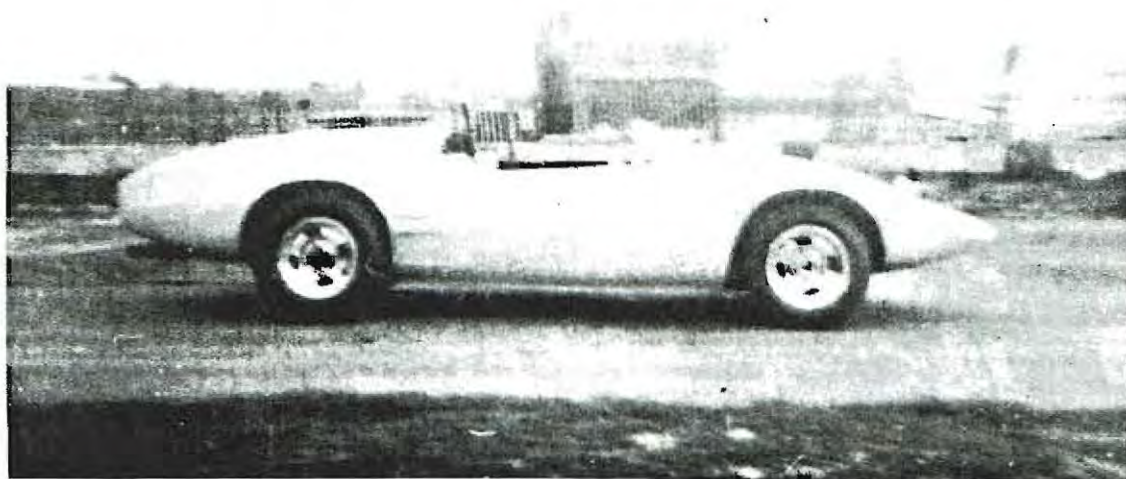
"Photo of the Red Roadster, Shinoda's dream car built on the chassis of the first XP777. It made headlines at the N.Y. Auto Show. Notice Shinoda's door, which they said couldn't be done. Also, Shinoda got to paint his car candy apple red."



"Removing engine and rear axle assembly from Monza CT #1. Notice engine in foreground."



"Monza GT (sic) at N.Y. Auto Show."



"Competition XP777 still in prime paint. Aluminum wheels w/knock off hubs. Dunlop racing tires and a steel roll bar. 4-speed rockcrusher trans; 180 H.P. 4-cyl or 240 H.P. 6-cyl engine."

"I had this car stripped down and on a body dolly, ready to go for paint. Frank (Winchell) stopped and asked what was up. I told him. What color? he asked. "Candy apple red" I replied. "I hate that G-- D--- color" he said. "You are right, Frank" said Musser, "I think it should be blue metallic." I wheeled the dolly back in the shop and the car never did ever get more than that prime coat."

TECH TIPS

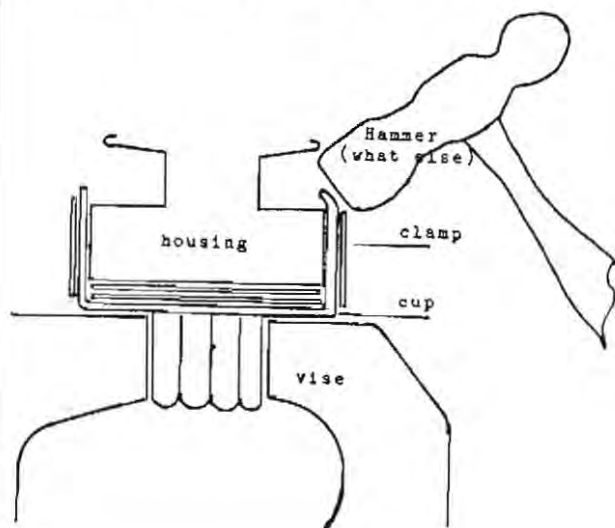
Starter Repair

You say your starter just whirrs, and won't engage? You need a new Bendix drive, right? Well, maybe not. Contrary to popular belief, a Bendix drive can be re-conditioned fairly easily in your own garage workshop.

Tools Needed Are:

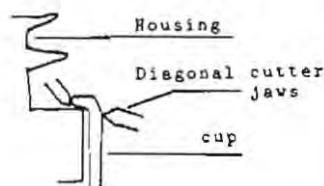
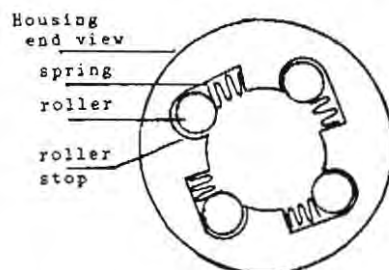
- 1 Hammer (what else but) Sm to Med ball peen
- 2 Vise - Sturdy med size
- 3 Hose Clamp - stout - about 3" dia.
- 4 Diagonal cutting pliers (dykes) 5 to 7 in.
- 5 Needle nose pliers 4 to 6 in.
- 6 Cleaning Solvent
- 7 Wheel bearing grease

Disassemble starter and remove Bendix in usual manner. Now, holding Bendix in left hand with gear end down, grasp rolled edge of cup with dykes (see drawing). Unfold rolled edge, a little at a time, all the way around the cup. When the edge is completely unfolded the cup will slide off the center housing. Now the center housing must be disassembled. Watch closely for the four springs that may fly to all points of the garage. It might be helpful to disassemble inside a pan, even under the solvent. Thoroughly clean all the parts.



Observe the springs. Note they are rather oval shaped. As if they were wound around a flat carpenter's pencil. Heat and strain may have caused them to become shorter than necessary for efficient operation. So with the needle nose pliers- reshape and stretch them so they hold the roller just snug against the stop in the housing (see drawing). Lubricate and reinstall rollers and springs in housing. Install center piece. This can be tricky, as the rollers will be pushed back against the springs slightly. Place the washers on the gear end. Slide the cup over the housing. Place this assembly in the vise, gear down, with jaws just clearing the gear.

A large hose clamp tightened around the cup will help prevent expansion during the next step. With the hammer, force the rolled edge back in place. The best way is to rotate the cup around the in the vise and hit the edge in the same place in the vise. You may have to work around the cup several times. An absolute tight fit of the cup on the housing is not essential. What is important is that the housing and the gear lock together when turned one way, and slip when turned the other way. Re-install the drive on the starter shaft, and reassemble the starter. Your Bendix drive is ready for many miles of happy Corvairing... *Low Rishel*



New Advertiser

As you may have noticed, we have a new advertiser this month. Ted Christianson and Mary Ann Chapman are offering a product called Captain Lee's Spra'-Strip. It's a paint stripper that really works. I've used various strippers that always seem to work okay on the outer coat of paint and then you have to apply more stripper for each coat underneath. Not so with Captain Lee's. I purchased a gallon at the GWFT&SM in Palm Springs and am here to tell you the stuff really works. It takes all

the paint off at once - no messing around with putting on 20 coats of stripper.

I am not here to endorse the product - I think every person has to make their own decision. But I am here to tell you that the Tucson Corvair Association benefits greatly by the funds that are provided by our advertisers and we should go to them first for our needs. They support us - we must be sure to support them!

Thanks - Van Pershing



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FOR SALE: '86 MONZA, 4d. Runs good. \$500. Call John (602)883-4129. 1/90

PARTING: '86 Corvair, 2d, no motor. SELLING '83 van motor, 47K miles. Misc Corvair parts. Call Ted Christlanson 887-9449 1/90

WANTED: Manual bellhousing. Call Ted Christlanson 887-9449 1/90

FOR SALE: '81 LAKEWOOD 1/25 resin model kit, \$25. Built and painted, \$45. Bob Jones 298-3528. 9/89 1/90

FOR SALE: Late model tinted windshield, \$75; '84 MONZA Coupe w/ show quality pearlescent paint, Enkle

wheels, 110HP w/ Powerglide. Call Jack at 828-9314 after 9pm. 8/89

FOR SALE: '81 GREEN-BRIER, 8-door. \$2,000. Call Tom at 327-6419. 8/89

FOR SALE: New Items Rebuilt flywheel for early or late, bolted and balanced, \$85; Good FC axles with packed bearings, \$80 ea. Call Gordon Cauble at 299-1122.

FOR SALE: '66 MONZA 4d, 140hp/auto, Nice interior, new radials, remote mirror, tinted glass, 89K miles, one owner car, \$1950. Call Gordon Cauble (602)299-1122. 6/89

FOR SALE: NEW and GOOD USED PARTS. '85 Corsa wiring harnesses - main & engine compartment; new gas door guard, \$20; used early windshield w/ weather strip, \$60; re-coned Corvair speakers, early \$15, late \$18. Other new and good used parts. Call Gordon Cauble 299-1122. 6/89

FOR THE DO-IT-YOURELFERS: Mag ignition wires & long rotors, plus all regular ignition items. Wrapped fan belts, air & oil filters plus viton o-rings and oil cooler seals. Call Gordon Cauble 299-1122.

FOR SALE: '85 MONZA CONVERTIBLE, 110/auto-matic, light blue w/ blue interior & white top, engine completely rebuilt & body ready to paint. New top installed. Good tires. Car is driveable. Asking \$2500. Call Gordon Cauble 299-1122. 8/89

FOR SALE: '85 tele column and wood grain wheel, \$200; remote outside mirror, \$15; set of late bumper guards, \$60; full set of rear cove moldings, \$80; '85 padded dash, red, \$30; late tinted windshield, \$65; late Power Glide control cable, \$30. Call Gordon Cauble, 299-1122. 9/89

FOR SALE: '82 MONZA 2d, AT, restore or use as parts car; 145 engine runs, all chrome, no rust. \$350 OBO. Call Jeff, 790-9450 12/89.

FOR SALE: Set of headers w/ mufflers and chrome tail pipes, \$75; '61-64 headlight bezel, left, \$10; Jerry Lewis 746-3485 12/89.



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TUCSON CORVAIR ASSOCIATION REGULAR MONTHLY MEETING

FOURTH WEDNESDAY of each month
Piccadilly Cafeteria, 6767 E. Broadway, Tucson

6:30 pm: Parking Lot Bull Session

7:00 pm: Dinner (Optional)

7:40 pm: Meeting Starts

COMING EVENTS

Feb 17: Cactus Corvair Club, 3rd Annual Cars & Parts
Swap Meet. 8am to 4 pm, 1035 E. Curry Road,
Tempe, Arizona. See details inside.

Wednesday, Jan 24: Regular Monthly TCA Meeting

Wednesday, Jan 31: TCA Board Meeting 7:30 at JB's, Swan & Speedway

Tucson Corvair Association
P.O. Box 50401
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